



Federal Aviation Administration  
Southwest Regional Office  
2601 Meacham Blvd.-ASW-520  
Fort Worth, TX 76137-0520

Aeronautical Study No.  
2005-ASW-3005-OE

Issued Date: 10/03/2005

MARK STENNETT

NEXTMEDIA OPERATING LLC

6312 S FIDDLER'S GREEN CIR STE 360E  
ENGLEWOOD, CO 80111

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: Antenna Tower  
Location: TOM BEAN, TX  
Latitude: 33-28-30.5 NAD 83  
Longitude: 96-26-46.0  
Heights: 680 feet above ground level (AGL)  
1352 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure should be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 K, Obstruction Marking and Lighting, paint/red lights - Chapters 3 (Marked), 4, 5 (Red), & 12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

☐ At least 10 days prior to start of construction  
(7460-2, Part I)

X ☒ Within 5 days after the construction reaches its greatest height  
(7460-2, Part II)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

See attachment for additional condition(s) or information.

This determination expires on 04/03/2007 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE,

This determination is subject to review if an interested party files a petition on or before November 2, 2005. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave, Washington, D.C. 20591.

This determination becomes final on November 12, 2005 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (817)222-5520. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2005-ASW-3005-OE.

Signature Control No: 424138-408710

(DNH)

Kevin P. Haggerty  
Manager, Obstruction Evaluation Branch

TOM BEAN, TEXAS

The proposed construction would be located approximately 11.36 nautical miles (NM) southeast of the Sherman Municipal Airport, Sherman, Texas. It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations (CFR), part 77 as follows:

Section 77.23(a)(1) by 180 feet - a height that exceeds more than 500 feet above ground level (AGL).

The proposal was circularized to all known interested persons for aeronautical comment by letter issued on July 26, 2005. No letters of objection were received as a result of the circularization.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.
- > The proposed structure would penetrate altitudes commonly considered available for VFR en route flight. However, it would not be located within the confines of a regularly utilized VFR route (within 2 statute miles of a road, highway, river, railroad, etc.)

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies.

Air Force

## Print News Today

Air Force news from around the world

### AMARC becomes 309th AMARG in redesignation ceremony

by Theresa Vanden-Heuvel  
309th AMARG Public Affairs

**5/3/2007 - DAVIS-MONTHAN AIR FORCE BASE, Ariz.** -- In an activation ceremony here May 2, the Aerospace Maintenance and Regeneration Center was officially redesignated as the 309th Aerospace Maintenance and Regeneration Group, under the 309th Maintenance Wing located at Hill Air Force Base, Utah.

Brig. Gen. Arthur B. Cameron III, commander of the 309th MXW, presided over the group activation ceremony and appointed Col. Anthony A. Panek, the former commander of AMARC, as the 309th AMARG commander in a flag unfurling.

The ceremony also served to activate four subordinate squadrons, which will continue to conduct the group's core industrial operations: the 576th Aerospace Maintenance and Regeneration Squadron, which performs regeneration and specialized aircraft repair; the 577th Commodities Reclamation Squadron, which removes, inspects, repairs and delivers aircraft parts and subassemblies; the 578th Storage and Disposal Squadron, which prepares more than \$34 billion in aerospace assets for storage and possible activation; and the 309th Support Squadron, responsible for supply, packaging and shipping, receipt of aircraft, and other continuing support functions.

The 309th MXW provides direction on all matters pertaining to depot repair, modification and maintenance for the F-16 Fighting Falcon, F-22 Raptor, A-10 Thunderbolt and C-130 Hercules aircraft to Ogden Air Logistics Center, Hill Air Force Base, Utah, an Air Force Materiel Command base.

The alignment of AMARC under the 309th MXW is the result of an AFMC effort to consolidate weapon system development under a single command chain and to align programming, budgeting and execution for similar portfolios under a single organization structure. This concept will allow AMARC's mission to remain intact with an additional reach-back capability for support activities.

The activation of AMARG also provides a group and squadron structure more traditional to the Air Force and mirrors the larger Air Logistics Centers within AFMC. This new commonality in organization aims to provide integrated capability to the Air Force's warfighting customer by replacing individual program offices with consolidated units focused on common capabilities.

Occupying 2,600 acres of desert southwest and renowned for its impressive footprint of 4,400 military aircraft within the Tucson city limits, the center will continue to use its widely recognized and legacy name "AMARC" in some circumstances.

The number of people currently assigned to the center has not changed due to the new designations.





# FACT SHEET

## **U.S. Air Force Fact Sheet AMARG - HISTORY FACTSHEET**

### **AMARG - History**

Immediately after World War II, the Army's San Antonio Air Technical Service Command established a storage facility for B-29 and C-47 aircraft at Davis-Monthan AFB. Today, this facility is the Aerospace Maintenance and Regeneration Group (AMARG), which has grown to include more than 4,200 aircraft and 40 aerospace vehicles from the Air Force, Navy-Marine Corps, Army, Coast Guard, and several federal agencies including NASA. With an original purchase price of more than \$33 billion, this aerospace fleet provides a unique savings account from which military units throughout the world may withdraw parts and aircraft. The government earns additional income by selling aircraft to our allies.

The chief reasons for selecting Davis-Monthan as the site for this storage center were Tucson's meager rainfall, low humidity, and alkaline soil. These conditions make it possible to store aircraft indefinitely with a minimum of deterioration and corrosion. In addition, the soil (called caliche) is hard, making it possible to park aircraft in the desert without constructing concrete or steel parking ramps.

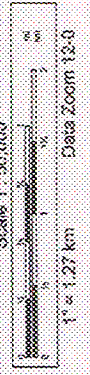
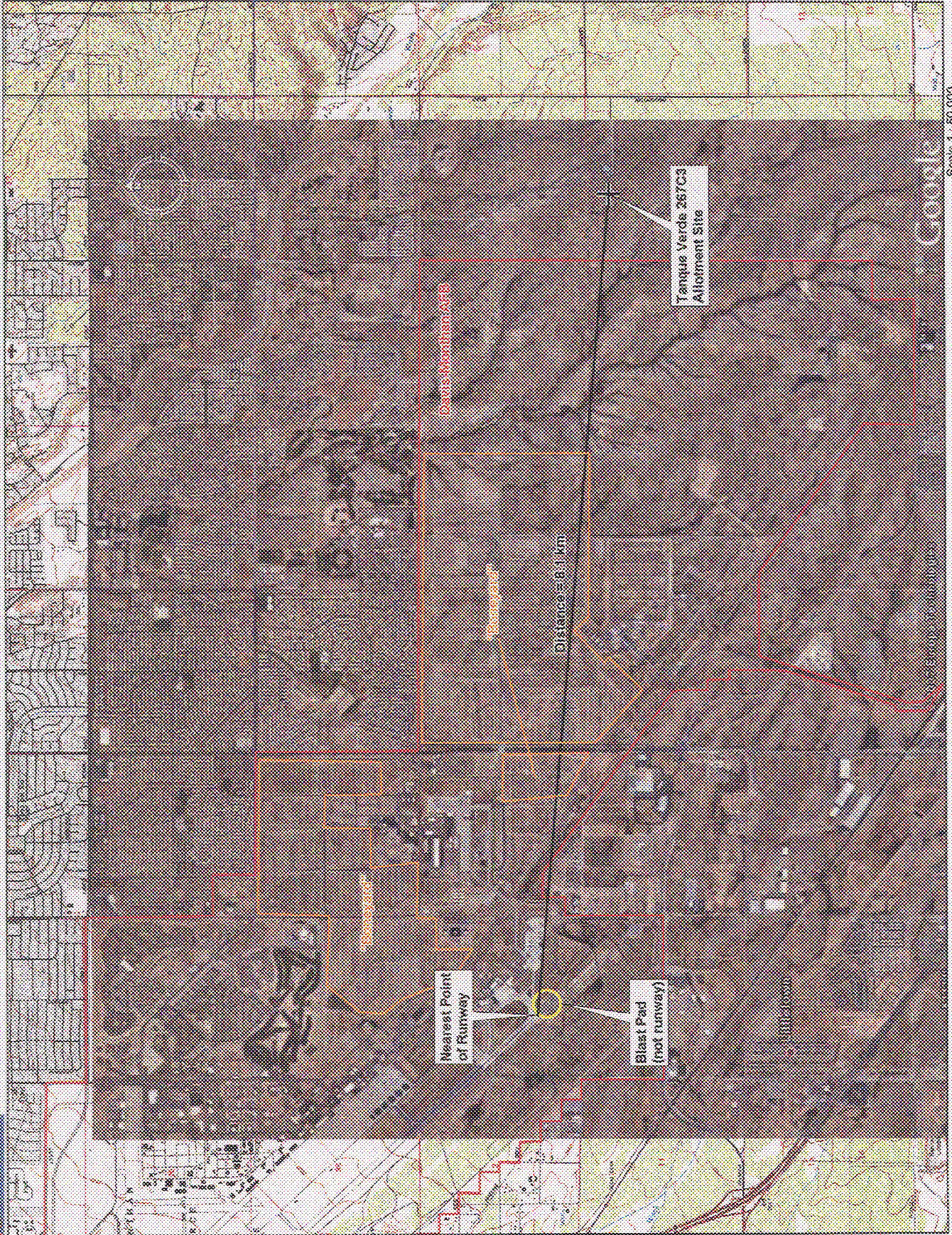
In 1964 the Secretary of Defense directed the consolidation of all military aircraft storage and disposition centers into a single entity located at Davis-Monthan. This facility assumed the name Military Aircraft Storage and Disposition Center or MASDC.

In 1985, the addition of aerospace vehicles (Titan II missiles) as well as the Center's growing capability for restoring aircraft to flying status, prompted another name change to the Aerospace Maintenance and Regeneration Center, AMARG.

AMARG's mission has evolved beyond merely the storage and preservation of aircraft. Today the Center provides customer services including aircraft regeneration (restoring aircraft to flying status), limited depot-level maintenance, and parts reclamation, in addition to its historic storage and disposal functions.

(Current as of 1 January 2006)







**No Notice Required Tool**

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.13.

For example:

- If your structure will exceed 200 ft. above ground level, you must file with the FAA.
- If your structure antennas will emit frequencies, except for those pre-approved frequencies contained in the agreement between the FAA and the Collocation Void Clause Coalition, you must file with the FAA.

However, even if your structure does not exceed Notice Criteria or will not emit frequencies, there are other factors, such as location, which will require you to file notice with the FAA. To be sure if the structure you plan to build requires filing notice with the FAA, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map.

The tool below provides general guidance for whether or not you need to file with the FAA prior to beginning construction on your structure.

Latitude:	<input type="text" value="32"/> Deg	<input type="text" value="8"/> M	<input type="text" value="45"/> S	<input type="text" value="N"/>
Longitude:	<input type="text" value="110"/> Deg	<input type="text" value="46"/> M	<input type="text" value="56"/> S	<input type="text" value="W"/>
Datum:	<input type="text" value="NAD27"/>			
Site Elevation (SE):	<input type="text" value="2870"/> (nearest foot)			
Structure Height (AGL):	<input type="text" value="200"/> (nearest foot)			
Traverseway:	<input type="text" value="No Traverseway"/>			

**Results**

You do not exceed Notice Criteria.

## TOWAIR Determination Results

### \*\*\* NOTICE \*\*\*

TOWAIR's findings are not definitive or binding, and we cannot guarantee that the data in TOWAIR are fully current and accurate. In some instances, TOWAIR may yield results that differ from application of the criteria set out in 47 C.F.R. Section 17.7 and 14 C.F.R. Section 77.13. A positive finding by TOWAIR recommending notification should be given considerable weight. On the other hand, a finding by TOWAIR recommending either for or against notification is not conclusive. It is the responsibility of each ASR participant to exercise due diligence to determine if it must coordinate its structure with the FAA. TOWAIR is only one tool designed to assist ASR participants in exercising this due diligence, and further investigation may be necessary to determine if FAA coordination is appropriate.

#### DETERMINATION Results

**Structure does not require registration. There are no airports within 8 kilometers (5 miles) of the coordinates you provided.**

#### Your Specifications

##### NAD83 Coordinates

Latitude	32-08-45.3 north
Longitude	110-46-58.3 west

##### Measurements (Meters)

Overall Structure Height (AGL)	61
Support Structure Height (AGL)	61
Site Elevation (AMSL)	874.8

##### Structure Type

TOWER - Free standing or Guyed Structure used for Communications Purposes

#### Tower Construction Notification

Notify Tribes and Historic Preservation Officers of your plans to build a tower.

Note: Notification does NOT replace Section 106 Consultation.

**CLOSE WINDOW**

# **EXHIBIT 1**



# HIDALGO COUNTY

300 S. Shakespeare  
 Lordsburg, New Mexico 88045

November 30, 2007

Ted Tucker  
P.O. Box 36717  
Tucson, AZ 85740

Dear Mr. Tucker,

Hidalgo County consists of several communities some of those communities are incorporated and others are not. Below is a list of all the communities in Hidalgo County:

Animas, New Mexico 88020 — not incorporated

Cotton City, New Mexico 88020 — not incorporated

Hachita, New Mexico 88040 — not incorporated

Lordsburg, New Mexico 88045 — incorporated as a city

Playas, New Mexico 88009 — not incorporated

Road Forks, New Mexico 88045 — not incorporated

Rodeo, New Mexico 88056 — not incorporated

Separ, New Mexico 88045 — not incorporated

Virden, New Mexico 88045 — incorporated as a village

Please note that Animas, New Mexico is a community in Hidalgo County. If you have any questions feel free to give me a call at 575-542-9428.

Thank you,



Tisha Green  
Hidalgo County Manager's Office

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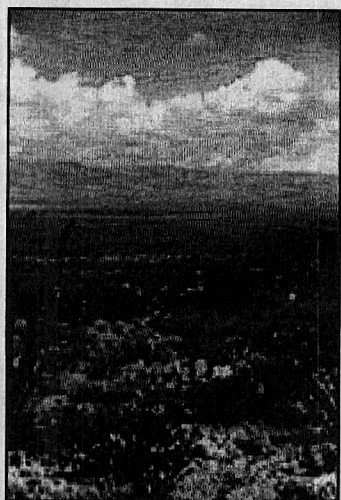
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# Animas, Cotton City, and Playas — remnants of the Westward Ho! movement

By [Donna Johnson](#)

*Last updated on Monday, December 30, 2002*



The Chihuahuan Desert.

Photo by Carla  
DeMarco.

Cotton and cowboys, cacti and copper, cavalry and coyotes, chile and coatimundi - and the Chiricahua Apaches. All these help characterize the most southwestern part of **Hidalgo County**, called the Bootheel of New Mexico, where you will find the small communities of Playas, Animas, and Cotton City.

The area's history is characterized also by the rustlers, thieves, and bandits . . . the Spaniards, Mexicans, and settlers . . . and also by the miners seeking gold, silver, and copper who explored this land to find fortune. Instead, all too often they encountered destitution and sudden death. And sometimes torture.

The Westward Ho! movement had brought the settlers here. Few stayed. The land was harsh; the Apaches, unforgiving. Those who remained were to become as tough as the Chihuahuan Desert and as stoic as the mountains that ring the area. The settlers became ranchers, bringing in cattle and barbed wire. They became farmers, tapping the underground waters, making the desert fertile.

It's easy for you to visit this desert land of bull snakes and bull-riders. Whether you are traveling east or west on Interstate 10, turn off on Exit 11 and continue south on N. M. 338 for about half an hour to reach Cotton City first and then Animas. If you're traveling from El Paso, drive west on N. M. 9, past Columbus and Hachita. You will cross the

Continental Divide two times as you snake around mountains and hills before you reach the Playas turnoff, and one more time before you reach Animas.

The original **Playas**, a settlement along the Southern Pacific Railroad, has vanished. The current question is whether the current-day Playas will vanish or become a ghost town. This "new" Playas was developed by the Phelps Dodge Mining Company in 1975 to provide rental homes and amenities for the 400+ employees of their then newly-built Playas Copper Smelter. Unexpectedly the smelter closed in the fall, 1999. All Playas residents were to vacate the premises by June 1, 2000. Now, as you drive westward towards Animas, you will note that the rosy glow from the smelter's fires is no longer seen in the southern evening sky.

But about 15 miles away from the Playas turnoff on N.M. 9, you will see **Animas**, which means "lost souls" or "spirit." Local lore has it that Animas may be built upon an ancient Indian village. At least one source indicates that in 1753 the Spanish, in their quest for copper, gold, and silver, settled the site of present-day Animas.

Today, Animas is an unincorporated village of about 300 persons. There is no "town" in the traditional sense. There are no sidewalks nor shops. Animas consists primarily of the school district (with some of the longest bus rides in the state), a church, a post office, a telephone office, a mercantile, an auto service, and one cafe. Nearby is a convenience store with a bar, gas, and sundries. The nearest large grocery store is in **Lordsburg** some 30 miles from Animas.

What is not obvious to the traveler is that Animas is a community in the true meaning of the word. It is the home of widespread families who guard their privacy, but who are bound together in friendship. Animas is reminiscent of a younger America, where the whole village turns out to raise a child, to celebrate a wedding, or to mourn the loss of one of its own. Norman Rockwell should be alive to paint such occasions, often held at the **Animas Community Center**.

After stopping at the **Panther Tracks café** for a friendly chat with the locals, you may want to gaze about outside. On most days you will be able to see 30-50 miles in any direction. To the south lay the **Animas Mountains** and the Republic of Mexico; to the west, the **Peloncillo Mountains** and the State of Arizona; to the east, the **Big and Little Hatchet Mountains**; and northeastward, the **Pyramid Mountains**.

As you drive north from Animas to meet I-10, you will note **Cotton City**, renamed in 1949 from Valley View. It, too, is small, with its one grocery store and three churches. The most successful business at Cotton city is a large geothermal greenhouse where roses are grown and distributed regionally, if not nationally. A farming area, Cotton City's buildings indicate the changes of favored crops. Two cotton gins, a bean factory, and a



chile plant - each have opened and closed throughout the years.

As you continue on, be conscious of the history you are leaving. Your inner ear may hear the rumble of a cattle drive, the whistle of a locomotive, the scream of a far-off bobcat.

Or, you may feel the presence of the Clanton outlaw gang hiding in nearby caves and canyons. Perhaps you will catch a glimmer of Geronimo's shadow as he gallops towards Mexico seeking revenge for the deaths of his wife, his mother, and his children.

You may see that "visiting" Mexican, sitting tall in the saddle - but on a steer - as he rustled cattle. Years ago, he evaded local ranchers for a long time because they were looking for the prints of a man on horseback.

You might even hear the sounds of fiddlers playing at a square dance in full swing.

Lordsburg/Hidalgo County Chamber of Commerce  
208 E. Motel Drive  
Lordsburg, NM 88045  
(505) 542-9864  
[www.gilanet.com/lordsburgcoc](http://www.gilanet.com/lordsburgcoc)  
[lordsburgcoc@gilanet.com](mailto:lordsburgcoc@gilanet.com)

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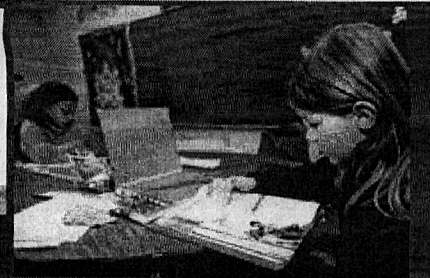
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**Special State**

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**ANIMAS - WEBSITE:** [www.animask12.net](http://www.animask12.net)

### **Animas Public Schools**

Jerry Birdwell, Superintendent

P.O. Box 85

Animas, NM 88020

Phone: (505) 548-2299

Fax: (505) 548-2388

### **Elementary School(s)**

#### **Animas Elementary**

Karla Stinehart, Principal

P.O. Box 110

Animas, NM 88020

Phone: (505) 548-2297

Fax: (505) 548-2388

### **Middle School(s)**

#### **Animas Middle**

Karla Stinehart, Principal

P.O. Box 68

Animas, NM 88020

Phone: (505) 548-2333

Fax: (505) 548-2388

### **High School(s)**

#### **Animas High**

Ruben Aguallo, Principal

P.O. Box 90

Animas, NM 88020


Phone: (505) 548-2296

Fax: (505) 548-2649

**[Back to District Selector](#)**

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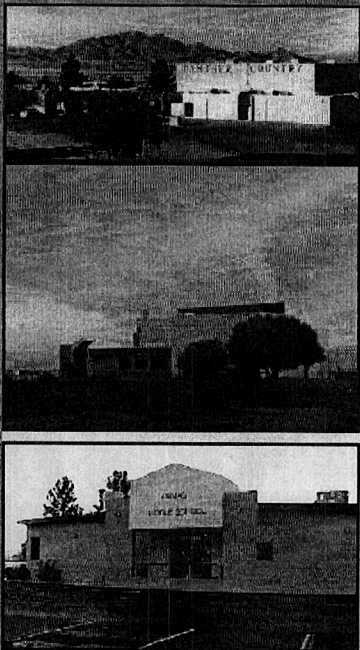


# Animas Public Schools

[District](#) [High School](#) [Pre-K-8](#)

- [Check Email](#)
- [School Calendar](#)
- [District Calendar](#)
- [Anti Bullying Program](#)
- [District Forms](#)
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- [Teacher Applications](#)
- [Lunch Menu](#)
- [Policy For Review](#)

[Satisfaction Survey Results](#)



## MISSION STATEMENT

***By working together we will create a safe and active learning environment which promotes growth in knowledge, abilities, and citizenship.***

*(January 2006)*

### ***Vision:***

The vision of Animas Public Schools is to provide each student an opportunity to develop as an individual and contributing member of the learning community by promoting attitudes and developing habits in thought and actions leading to responsible citizenship, vocational effectiveness, maximum personal development, and fulfillment.

### ***Goals:***

Students attending the Animas Public Schools come from different cultural and social groups. The schools have a commitment to assist students from each of these groups to develop their abilities effectively, so that they can function in their own culture, and in the general society. It is the goal of Animas Public Schools to join with the parent and community to help the student develop a proud and positive self image; to have faith and confidence in themselves and to respect family,

# Hidalgo County New Mexico

## Tourism, History and Genealogy

Hidalgo County was formed from Grant County in 1919 and Lordsburg is the county seat. One story says it was named in honor of "El Cura Miguel Hidalgo y Costilla, Liberator of Mexico." And another story says it was named for "Miguel Dolores Hidalgo, who led the revolution in Mexico in 1810, which eventually led to its independence from Spain." Two of the better known towns in the county are Rodeo and Animas. Rodeo is known for it's wonderful art gallery and Animas for it's schools. It's a large county of 3,445 square miles and a population of 5,932 in 2000. Because of it's location in the southwestern corner of New Mexico, it has beautiful weather with highs in the 90's in summer and lows in the 20's in January. July through October is their rainy season.

<a href="#">Arts &amp; Galleries</a>		<a href="#">City, County, State &amp; Federal</a>
<a href="#">Clubs &amp; Organizations</a>	<a href="#">Events/Reunions</a>	<a href="#">Genealogy &amp; History</a>
<a href="#">Photos</a>	<a href="#">Tourism</a>	

Here's a little info on some of the towns:

**Animas** is known for it's school that turns out great students each year. A lot of Arizona kids go to school here too. It's population in 1990 was 1299.

**Cotton City** was originally called Valley View and re-named in the late 1940's. It's a small town with 2 or 3 churches. There is a huge geothermal greenhouse there for rose growing and shipping nationally.

**Lordsburg** is the county seat, population 3379 in 2000. It's elevation is 4237 feet and has a yearly rainfall of about 11 inches.

**Playas** is experiencing a renewal as a training center for Homeland Security.

**Rodeo** is a small town with some of the nicest people. Two stops are a MUST. The Rodeo grocery store for the best cinnamon rolls you've ever had and the Chiricahua Gallery where you can buy fine art in all forms from the many local artists. Sculpture, pottery, jewelry, paintings and wood craft of *exceptional* quality.

**Shakespeare** is a ghost town, 2 1/2 miles south of Lordsburg. It's named for the Shakespeare Mining Co that had claims in the area around 1875. Thanks to the Hill family, we still have it. There are guided tours; call ahead for times at 505 542 9034.

**Steins** (the locals call it "steens") is a ghost town of old railroad buildings and such. Population is 4. It's on I 10 just east of the Arizona state line. Guided tours are given.

**Virden** is a wonderful farming town in the northern part of the county with a 2000 population of 143.

If you have a business in Hidalgo County, you can have free web space on this site. Email me at pat AT hidalgocounty.org

### Home Page

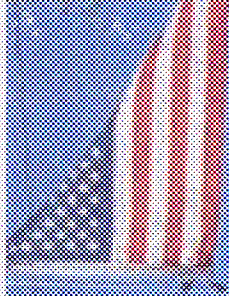
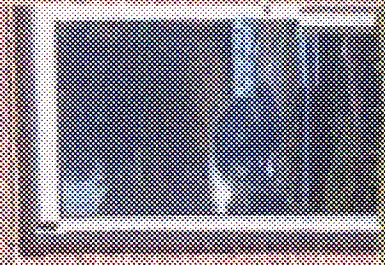
#### Hidalgo County Webpage volunteer

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This site may be linked but not duplicated in any part without my consent.



US POST OFFICE  
ANIMAS NM 88020









ANIMAS NM

HOME OF THE PANTHERS

AA STATE FOOTBALL CHAMPS

84 85 86 87 88 89 90

NATIONS LONGEST WIN STREAK

STATE VOLLEYBALL CHAMPS 99 00







IN A DEPARTMENT  
OF TRANSPORTATION  
DIST NO 1-AVINGS  
MAINTENANCE PATROL 41-48  
EAST 255 PHONE 243-222

